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The author was the recipient of the HIGHWAY RESEARCH BOARD AWARD for this paper presented at the 26th Annual Meeting of the Board and adjudged to be of outstanding merit.

Although entitled "Airport Runway Evaluation," this Research Report contains valuable information for study by highway design, materials, and soils engineers. Charts of thickness design curves for a wide range of wheel loads have been prepared to indicate the required thickness of granular base for highways and different parts of airport runways, based on plate bearing tests and on cone bearing, Housel penetrometer, field California bearing ratio, and triaxial compression tests.

Results of an investigation of the runways at a number of Canada's principal airports conducted by the Department of Transport during 1945 and 1946 are outlined. The program of testing included: a pedological soil survey and the preparation of a Pedological soil map for each airport site; field moisture and density tests in place on the base course and on each 6-in. layer of the upper 18 to 24 in. of the subgrade; securing large disturbed samples of base course and of each layer of subgrade for physical and compaction tests in the laboratory, and undisturbed samples for CBR (both field and soaked condition), triaxial compression, shear, and consolidation tests; cone bearing and Housel penetrometer tests on layers of subgrade in the field; plate bearing tests (repetitive) on subgrade, base course, and surface, to determine the load supporting values of the runways, and to obtain information required for the design of either rigid or flexible pavements.

A Table of Contents of the Report is shown on the reverse side of this announcement.

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